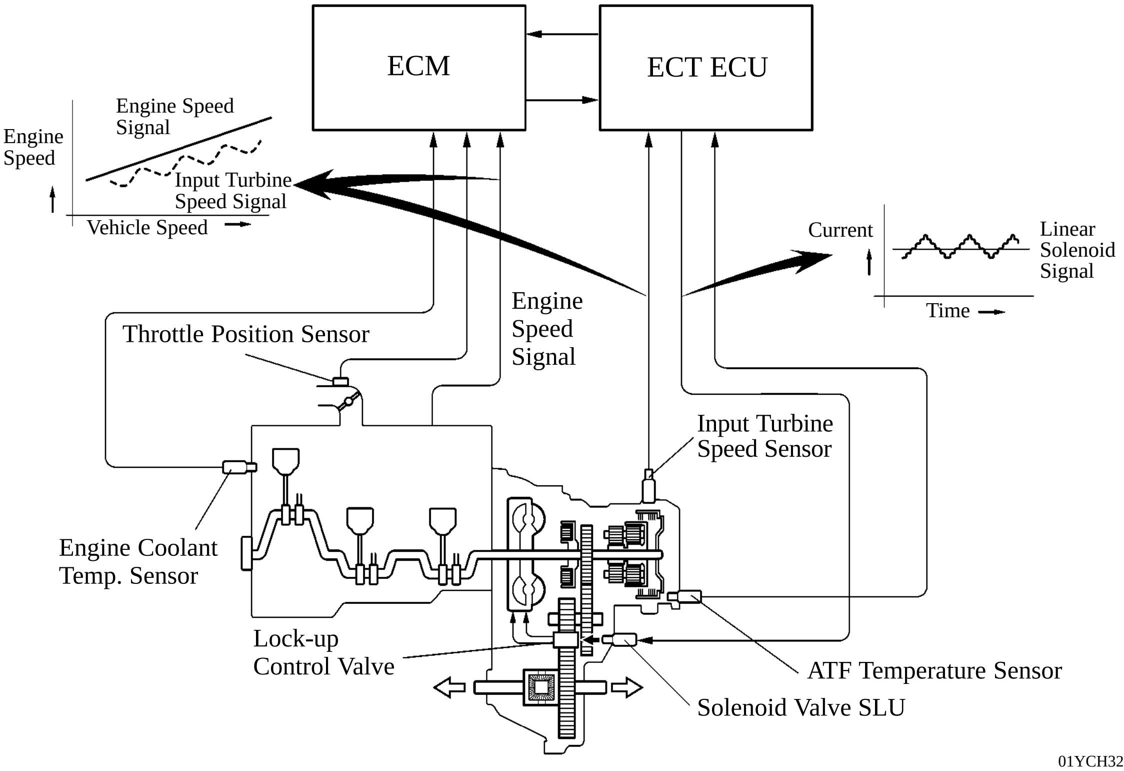
9. Flex Lock-up Clutch Control

- In addition to the conventional lock-up timing control, flex lock-up clutch control is used.
- This flex lock-up clutch control regulates solenoid valve SLU as an intermediate mode between the ON and OFF operations of the lock-up clutch.
- During acceleration, flex lock-up clutch control operates when the gear position is the 2nd or higher and the shift lever is in the D, S6, S5 or S4 range position. During deceleration, it operates when the gear position is the 4th or higher and the shift lever is in the D, S6, S5 or S4 range position.
- During acceleration, the partition control of the power transmission between the lock-up clutch and torque converter greatly boosts the transmission efficiency in accordance with the driving conditions, improving the fuel economy.
- During deceleration, the lock-up clutch is made to operate. Therefore the fuel-cut area is expanded and fuel economy is improved.
- By allowing flex lock-up clutch control to continue operating during gearshift, the smooth torque transmission has been obtained. As a result, the fuel economy and drivability have been improved.



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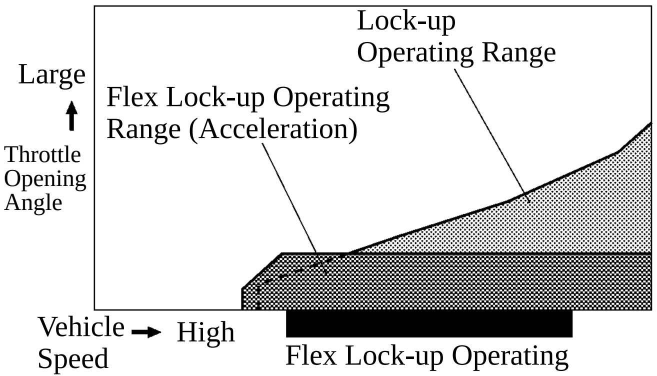

Flex Lock-Up Timing in 6th Gear

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▶ Flex Lock-up Operation ◀

Position or Range / Gear	D, S6	S5	S4
1st	X	X	X
2nd	○	○	○
3rd	○	○	○
4th	○*	○*	○*
5th	○*	○*	—
6th	○*	—	—

○: Operates X: Does not operate —: Not applicable

*: Flex Lock-up Clutch Control also operates when the vehicle is decelerated.